THE BULLETIN OF THE BEAUX ARTS INSTITUTE OF DESIGN

SCHOOL YEAR

1937

1938

NOVEMBER · 1937

BEAUX ARTS INSTITUTE OF DESIGN

Incorporated 1916, under the Regents of the University of the State of New York

304 EAST 44TH STREET, NEW YORK, N. Y.

REPORTS OF JUDGMENTS

DEPARTMENT OF ARCHITECTURE

CLASS A PROJET VI — *A SANATORIUM*

AWARDS — **30 DRAWINGS SUBMITTED**

ARMOUR INSTITUTE OF TECHNOLOGY:
Mention: E. Lader, H. Mikolajczk, W. A. Wagner
Half Mention: R. A. Bradt, E. H. Erickson, A. Kubicka, J. Rea, Jr., L. Skubic, G. A. Scott, A. M. Richardson, M. Goldsmith
No Award: 5
Hors Concours: R. F. Scheel

CARNEGIE INSTITUTE OF TECHNOLOGY:
No Award: 1

CATHOLIC UNIVERSITY OF AMERICA:
Half Mention: J. E. Dundin, W. A. Lockard
No Award: 1

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
No Award: 1

MASSACHUSETTS INSTITUTE OF TECHNOLOGY:
Second Medal: Y. Yih

NEW YORK UNIVERSITY:
First Medal: H. Hollander
Half Mention: G. T. Edmonds
Hors Concours: R. S. Johnson

PRINCETON UNIVERSITY:
Half Mention: J. V. Lesley

UNIVERSITY OF PENNSYLVANIA:
Half Mention: S. S. Rochlis

UNAFFILIATED:
NEW YORK CITY AND VICINITY:
Second Medal: P. E. Falkenstein
No Award: 1

CLASS B PROJET VI — *A LUMBER MILL AND YARD*

AWARDS — **27 DRAWINGS SUBMITTED**

ARMOUR INSTITUTE OF TECHNOLOGY:
Mention: G. Sauermann, T. E. Moseley
Half Mention: L. D. Urbain
No Award: 2

CATHOLIC UNIVERSITY OF AMERICA:
Mention: D. N. Mandris
Half Mention: S. L. Chaconas
No Award: 2

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
Mention: C. H. Droppers
Half Mention: G. H. Carrier, G. R. Phelps, F. Schneider

ATELIER DENVER:
First Mention. A. B. Brelsford

GEORGIA SCHOOL OF TECHNOLOGY:
Half Mention: J. B. Falks
Hors Concours: J. Cherry

JOHN HUNTINGTON POLYTECHNIC INSTITUTE:
Half Mention: R. E. Cox

NEW YORK UNIVERSITY:
Half Mention: F. J. LaBianca

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
Mention: J. Green, D. McPheeters
Half Mention: C. G. Andrews

PENNSYLVANIA STATE COLLEGE:
Half Mention: C. D. Kremer, A. H. MacIntire, M. Minnich

PRINCETON UNIVERSITY:
Mention: W. F. Cochran, Jr.

UNIVERSITY OF OKLAHOMA:
Mention: J. N. Boaz
No Award: 1

INDEX TO VOLUME FOURTEEN, NOVEMBER 1937—OCTOBER 1938

INDEX TO VOLUME FOURTEEN, NOVEMBER 1937—OCTOBER 1938

INDEX TO VOLUME FOURTEEN, NOVEMBER 1937—OCTOBER 1938

THE BULLETIN OF BEAUX ARTS INSTITUTE OF DESIGN

VOLUME XIV NUMBER 1 NOVEMBER, 1937

CONTENTS

The Critiques in THE BULLETIN are presented as an official opinion by a member of the jury delegated for this purpose, and should not be interpreted as the collective opinion of the jury.

Published monthly except August and September by the Beaux-Arts Institute of Design, 304 East 44th Street, New York, N. Y. Subscription price by the school year to students registering in the B.A.I.D. courses, $2.50; to public and school libraries, $2.00; to all others, $3.00 in the United States, Colonies and Mexico; single copies, 35 cents, mailing 6 cents additional; Canadian and foreign postage 50 cents additional. *Subscribers should give notice of change of address three weeks in advance.* Entered (or re-entered) as second-class matter February 2, 1937, Post Office at New York, N. Y., under the act of March 3, 1879.

A RACE TRACK

CLASS A PROJET 1 *JUDGMENT OF NOVEMBER 9, 1937*

A group of horse racing enthusiasts have formed a club, and wish to build a race track for the training of horses and also to help promote the sport of racing in this country. The use of this track will therefore be of a continual nature rather than only seasonal.

To make the track a paying proposition they wish to accommodate people in a grandstand and in bleachers. There will also be a main betting ring.

They want a clubhouse which will provide not only lounge and dining space, for members, but also private betting rings adjacent to the track.

In addition to these requirements it is necessary to provide a house for the secretary of the race track, stables for horses, saddling stalls and a paddock where spectators before placing bets, can see the horses being led around. It will also be necessary to provide adequate parking space for automobiles. A railroad station within walking distance will be built for spectators coming by train.

The building committee is very emphatic in requesting that control of the public be efficient with minimum effort, and that the public shall have access neither to the stables nor the clubhouse. However, it is important that the public have easy communication between the paddock, betting ring and grandstand, with plenty of room for free movement through these areas.

It should be borne in mind that all spectators desire to be as close as possible to the home stretch. Club members desire a preference in this location.

The club has bought a suitable piece of property which lies on a level plain. Bordering the property on the south is a main highway which runs East and West. The property extends 3,200 feet along the highway; the West boundary extends at a right-angle 3,700 feet due North and parallel to the railroad tracks (which are beyond the property); the North Boundary extends 4,000 feet due East, and parallel to the highway on the South. The East boundary is a straight minor road connecting the Eastern limits of the North and South boundaries.

Specific Requirements:

A. *Track*
   1. A one mile track with extensions to provide starts for races longer or shorter than one mile.
   2. Stands for judges.
   3. Odds board indicator to be seen from grandstand and clubhouse.

B. *Grandstand*
   1. A grandstand to accommodate 6,000 people. This should preferably face North. Distance between grandstand and track is approximately 75 feet.

C. *Bleachers*
   1. Bleachers to seat 3,000 people.

D. *Betting Ring*—Approximately 38,000 sq. ft.
   1. About 220 running feet of betting booths.
   2. Bar service.
   3. Dining Room.
   4. Toilet facilities.

NOTE: The betting ring may be combined with the grandstand.

E. *Clubhouse*
   1. Lounge—about 1,600 sq. ft.
   2. Betting rings should total 8,200 sq. ft., the paying booths and betting booths may be combined or separate.
   3. Dining room—about 1,500 sq. ft.
   4. Kitchen, 1,250 sq. ft.
   5. Ticket booth, safes, bars, and toilet facilities must be provided.

F. *House for Secretary*

G. *Paddock*
   1. The paddock should have a circumference of about 300 feet.
   2. It should have surrounding area for spectators.
   3. It should be so situated as to provide easy access for horses from stables and to track.

H. *Saddling Stalls*
   1. Provide about 75 stalls. These should be adjacent to the paddock.

I. *Stables*
   1. Provide stabling for 1,000 horses. This should occupy an area about 1,600,000 sq. ft. There should not be more than 20 horses to a stable. Living quarters for grooms are located above the stables.
   2. Loading platform for horses coming by van.

J. *Parking*
   1. For the parking of 5,000 automobiles provide an area of about 1,250,000 sq. ft.

JURY OF AWARD

W. POPE BARNEY
PHILIP G. BARTLETT
JAMES B. BELL
J. ANDRE FOUILHOUX
RICHARD H. GRANELLI
A. MUSGRAVE HYDE
NEWCOMB T. MONTGOMERY
THEODORE R. NELSON
ALFRED E. POOR
T. MERRILL PRENTICE
HARRY STERNFELD
KENNETH K. STOWELL
OTTO TEEGEN
WAKEFIELD WORCESTER

School Representatives:
ARTHUR F. DEAM, University of Illinois
HARRY A. GNERRE, Atelier Gnerre, New York City
CAMILLE GRAPIN, Carnegie Institute of Technology

CRITIQUE

A. MUSGRAVE HYDE

The jury was universally of the opinion that the subject was a very difficult one for the first Class A problem of the school year. While the various elements in themselves were comparatively simple, the strong demarcation between them and complete difference in function, together with the circulation so clearly asked for in the program, made the proper solution unusually difficult. The program seemed most excellent in the respect that it forced the student to understand very thoroughly the fundamental functions of the various elements before he could solve the problem at all.

The fact, that the track is to be used theoretically all year round for training purposes, did not seem to greatly change the layout from one in which a periodic race meet would normally be held. Since the clubhouse members would consist, in great part, of the owners of the horses in training, it would be desirable for them to have easier access to the stables than might ordinarily be considered necessary. Aside from this fact, the problem is one of a normal racing establishment.

The basic question in the problem was one of circulation. This circulation is divided into two distinct parts. Firstly, the access and egress for the public. The public arrives from the railroad and from the highway through the parking space, thence through the control to the grandstand and bleachers. Secondly, the horse circulation from the stables to the paddock and thence to the track. A third minor point was the entrance for the clubhouse members with proper parking facilities for them.

The ideal solution of the above questions is, of course, one in which these three features are handled without confusion and without cross traffic. This question was further complicated for many students by the great difference in the type of traffic. It is obvious that the circulation of the spectator public must be facilitated as far as possible and arranged to be controlled with a minimum of effort. The handling of this public traffic—both from cars and from the trains—seemed perfectly simple and was properly solved in all the good projets. A further development of this public traffic, however, was not so clearly understood, namely, the passage of many thousands of people from the grandstands and bleachers to the saddling stalls and paddock and back again. This flow normally takes place between every race. A great many students, who solved the general aspects of the problem, presented a very constricted space behind the grandstand and bleachers, or enclosed the paddock in a bottle-neck, which would make access difficult.

The horse traffic was, in general, less clearly understood. This traffic consists of a few horses at a time being led at a walk along a definitely prescribed route. Horses about to be raced are taken from the stables, usually with a lead pony to prevent them from being nervous, and led at a slow walk to the saddling stalls sometime before the race is to be run. Here they are saddled and other equipment put on—bandages removed or adjusted, etc.—and, at a given signal they are paraded in a pre-determined sequence to the paddock and thence to the track. The only variation possible is when the racing program is behind the schedule, in which case, the parade around the paddock may be omitted. Many projets submitted showed very faulty arrangement of this routine. Some students provided communication between the stables and the saddling stalls only through tunnels or under-passes. It is very bad practice, if not impossible, to get high-strung horses to go through tunnels or through under-passes, etc.—a very frequent fault. Also, many students failed to realize that the saddling stalls were part of the pageantry of the races and that the public should be allowed to watch the saddling while, of course, not being permitted access to the stalls.

The program, moreover, definitely stated that these saddling stalls should be adjacent to the paddock but numerous students failed to comply with this requirement. The jury felt, however, that this last point might possibly be too technical and, actually, no projets were penalized for failing to provide for public access to the saddling stalls. Consequently, a number of awards were given to solutions in which the saddling stalls were incorrectly placed.

The most important point in the entire scheme may presume to be the finish of the races. This was clearly

indicated in the program and properly placed on almost every projet. The great focal point of the plan, however, is actually the paddock. It is here that the public comes in closest contact with the horses. It is here that the two different types of traffic, carefully separated for the most part, must meet. Before the horses reach the saddling stalls, they must be kept completely separated; the public can have no access to the stables. From the time they reach the saddling stalls to the time that the race is finished, the horses must be presented to the public's gaze as much as possible. These factors made the location of the paddock one of the most difficult points of the solution.

In regard to the plan of the grandstand and the clubhouse, it is obvious that easy accessibility to betting booths in both cases was necessary and, in the case of the clubhouse, an uninterrupted view of the track from all units is most desirable. Those solutions in which the clubhouse dining room, for example, did not face the track, were not considered as good as those in which it did, since utilizable area on the track was unlimited. The bars, restaurants, toilets, etc. found their proper places more or less automatically and the individual plans of the above buildings were, in general, very well worked out.

The grouping of the many stables apparently presented a more difficult problem. Here, the jury decided that any grouping which was located in a proper place with relation to the entire scheme should be considered equally acceptable even though the organization of the stable group itself left something to be desired.

The jury felt that the medal drawings were in all cases excellent solutions and represented a thorough understanding of the problem. The drawing submitted by E. F. Iversen of Princeton University represented the ideal solution from the circulation point of view. The automobile public was brought in from the corner adjacent to the railroad and the railroad public also had access as directly as possible thus leaving a large unrestricted area for the arrangement of the stables. It is to be hoped that the heavily marked circle around the group of stables was not intended to represent an exercising track as it would be scarcely practical to gallop horses on a track where traffic to and from the stable group would have to cross, especially, when such passage would be hidden by intervening buildings. Mr. Iversen has thoroughly understood the nicety of the relationship between the clubhouse and stabling which was indicated on the program. It was felt that he might possibly have tightened his controls somewhat without sacrificing any points of his plan. His elevation was also good and expressed the festive spirit naturally associated with holiday crowds at a race track.

The projet submitted by C. C. Taylor of Princeton University showed the same understanding of the function of the various parts. His controls are somewhat better arranged and traffic from bleachers and grandstand to paddock is equally well provided for. His one error was in failing to appreciate the significance of the saddling stalls which are so placed that they would not be visible to the spectator public. The elevation was straightforward and functional, but perhaps a little severe.

D. P. Stevens of the University of Illinois, awarded a Second Medal, fell into an error of planning which forced him to utilize an under-pass to reach the paddock from the stables. His paddock is well placed from a point of view of accessibility to the public. The best utilization of the entire property, however, has not quite been arrived at as the area above the track and that between the station and the main road received no functional use.

The Second Medal drawing by W. H. Walker, 2nd of Princeton University sacrificed the same point of circulation mentioned above. He has appreciated very well the desirability of an easily accessible parking space and accommodation for the traffic to and from the paddock and the bleachers is very well arranged. The elevation of the grandstand is somewhat too formal in treatment.

The Second Medal drawing, presented by J. Ransohoff of New York University was not quite so happy from a point of view of automobile circulation. It was felt that the parking space was somewhat unfortunate. This projet presented a nice point in the arrangement of the grandstand which had the maximum seating capacity immediately opposite the finish line, but such an arrangement resulted in a very questionable mass with a somewhat peculiarly warped surface.

The awards were distributed as follows:

2	First Medal	48	Half Mention
3	Second Medal	30	No Award
45	Mention		

Total Submitted 128

A BOAT HOUSE

CLASS B ESQUISSE—ESQUISSE I *JUDGMENT OF NOVEMBER 9, 1937*

A plot of land, fifty feet deep has a frontage of one hundred feet along the shore of a lagoon. It is bounded on the rear by a road parallel to the shore and ten feet above water level. The land slopes gradually towards the water.

The lower part of the boat house is divided into two

parts. The one part, 10 feet by 25 feet, accommodates a motor boat. The other provides storage space for several rowboats, canoes, and accessories. The floor level of this latter part shall be two feet above the water level and be connected with a mooring float.

The second floor level, approximately ten feet above the lower floor, shall provide a living room, bathroom, several sleeping bunks, kitchenette, fireplace, and a large window overlooking the water. A terrace must be included either at this level or above the living room.

A two-car garage shall be attached to the main structure.

The materials used in the construction and the type of seashore foliage planted around the house should be in keeping with the locality.

JURY OF AWARD

RICHARD H. GRANELLI
HARRY STERNFELD
KENNETH K. STOWELL
OTTO TEEGEN

CRITIQUE

HARRY STERNFELD

The jury felt that while a great deal of interest had evidently been shown in the subject of the program, witnessed by the large number of drawings submitted, there was generally a disappointing lack of study given to plan arrangement. A large number of effectively presented sketches were so inadequate or ill-considered in plan, that it was impossible to give them an award. The Jury did not demand that plans and sketches be meticulously drawn, but that the simple provisions called for in the program be properly provided for or expressed. In numerous cases, elements called for were poorly organized, badly proportioned, or even entirely lacking. The Jury felt that a simple plan solution should have been arrived at before presentation was considered. There seemed to be too much striving for trick effects or complicated compositions, which often produced illogical results.

One of the most frequently lost opportunities was the use of flat roofs for terraces, thereby assuring a better view of the water from the living room.

In many instances, the solution was conceived on too large a scale, so that the result was too pretentious and too large for the plot of ground available.

The following problems impressed the Jury as standing out above the rest:

The problem of D. M. Bower, Cleveland School of Architecture, W.R.U., (which was awarded a Mention) was felt to be the most successful. The plan was well studied; and the facades had good character, good scale, and charm. The view from the living room was well expressed, although the window could have been somewhat larger. The problem was well presented, and clearly expressed the spirit of the seashore.

The problem of H. J. Harder, University of Illinois, was given a Mention because of its strong, compact solution. The plan was well arranged in big form, but lacked somewhat in detailed study. The composition had unity, but because of its arrangement, necessarily restricted the view somewhat from the living room. It was felt that the terrace was too small; and if there had been an open railing instead of a closed parapet, the view from the living room would have been enhanced. The presentation was bold and effective, but somewhat slighted as to finish.

The problem of M. M. Cole, Oklahoma Agricultural & Mechanical College, was awarded a Mention because of its good solution and plan, and simple straightforward exterior. It expressed admirably a character suitable for the tropics. This type of solution, of course, restricted the view from the living room; and in the opinion of the Jury there should have been fewer posts supporting the roof over the terrace, so that the view would have been more open. The architectural composition and the color of the rendering was good, and the sheet well arranged.

The problem of L. Daley, Jr., of Catholic University of America was given a Half Mention because the sketch was effective; but the plan was neglected, and no attempt was made to arrange the roof lines. In addition, there was a lack of concordance between plan and perspective, the fireplace and chimney being missing in plan. The exterior had a good character for a rugged shore.

The problem of M. B. Schimenti, Atelier Gnerre, was awarded a Half Mention because it was a lovely sketch. The exterior had good character, but the plan was faulty—especially at the entrance. The terrace was too small and the stair to the landing poorly worked out. A very good use of materials was expressed. Presentation and color of the problem were charming.

The problem of J. S. Furr was given a Half Mention because it was a pleasing sketch, having an acceptable plan and an adequate terrace. Construction, as indi-

cated, was simple and the various elements called for were well expressed.

The problem of D. Bernstein, Catholic University of America, was given a Half Mention because it was an attractive sketch, having good character of the New England type. The placing of the garage at a lower level was contrary to the spirit of the program and complicated the solution.

The awards were distributed as follows:

3	Mention	160	No Award
9	Half Mention		
	Total Submitted	172	

A COMMUNITY HALL

CLASS B PROJET I — *JUDGMENT OF NOVEMBER 23, 1937*

A Community Hall is to be built in a high class suburban development. It will be used for social gatherings. The interior of the building should be arranged for ease of circulation and use. The interior shall also present an interesting and unified visual effect when the building and grounds are being used for a single event. The design of the exterior should not depart too far from the fine residential character of the surroundings.

The site is bounded on the North by a main artery of the development, and slopes very gradually down from this road to the shore of a lake about 300 feet distant. Suitable landscaping shall be provided for the building. Trees may be assumed to exist. The property adjoining on the East will be used for outdoor sports and recreation, with appropriate buildings; on the West there will be a public park. Neither of these form part of this problem.

There will be required, on one or more floors:

1. Entrance, with coat room, lavatories and toilets for men and women, and a small office for the manager.
2. The Hall, of about 2,000 square feet in area, for dancing, lectures, music, and general entertainment.
   The Hall shall open on a terrace, with direct access to a lawn, where garden parties may be held.
   The terrace may be open, or partly covered.
   The Hall shall be provided with a small stage. The stage and two or three rooms for artists should be accessible from the outside.
3. Three or four smaller rooms for cards, games, reading, etc.
4. A small kitchen and pantry, from which refreshments may be served by a caterer.
5. Parking space.
6. A heating plant and storage space will be in the basement.

JURY OF AWARD

GORDON BUNSHAFT
JOHN CROMELIN
DONALD A. FLETCHER
MICHAEL M. HARE
IRVING DROUGHT HARRIS
JOHN MEAD HOWELLS
ELECTUS D. LITCHFIELD
RONALD HOYT PEARCE
GEORGE C. RUDOLPH
PETER SCHLADERMUNDT
PAUL SIMPSON
ELDREDGE SNYDER
R. DOULTON STOTT
OTTO TEEGEN
MAX OTTO URBAHN
LEONARD B. WAMNES
LESSING W. WILLIAMS

School Representatives:

E. L. WHITAKER, Pennsylvania State College.
R. A. FISHER, Carnegie Institute of Technology.

CRITIQUE — *DONALD A. FLETCHER*

Most of the designs submitted were considered by the jury to be of appropriate character in elevation. The plans, however, did not give evidence that the designers had visualized just how the different elements of the building would be used; for example, many of the stages were inflexibly bound by partitions. Some designs failed to satisfy the essential requirement of the program, which was for suitable entertainment space, with adequate circulation. For example, some of the Halls were so enclosed by the rest of the building that they would be dark; in many cases the entertainment space was not composed at all. In many designs, the elements of the plan were so arranged that the service rooms were awkward to use, being rather unduly prominent, or cramped in space.

The jury did not express any preference for flat

roofs, even though such a preference might be inferred from the premiated drawings. It is relatively easy to arrange a plan of this type under a flat roof. To do so under a pitched roof is not easy, but is nevertheless a current event in the practice of architecture.

The design of A. W. Hajjar, Carnegie Institute of Technology, makes a unified arrangement of the terrace and the main rooms. The jury liked the fact that the game rooms are separated from the Hall, and that they have a small garden of their own. The entrance to the Hall is well placed, being in the middle of one end.

The design of C. M. Pulley, University of Illinois, makes use of the sloping ground, to have service and parking entrance at a lower level. The game terrace, as shown, probably creates excessive space on the floor below.

The design of A. H. MacIntire, Pennsylvania State College, expresses the division between the main Hall and the smaller rooms. The entrance to the main Hall was considered to be defective.

The design of W. L. Orris, Pennsylvania State College, evoked some discussion of the location of the kitchen and actors on the lake side, between the terraces, and of making an entire, separate wing of the service rooms, at the entrance.

The awards were distributed as follows:

4	First Mention Placed	88	Half Mention
8	First Mention	62	No Award
46	Mention	4	Hors Concours

Total Submitted 212

THE GATE TO A GOLD DEPOSITORY

CLASS A ESQUISSE—ESQUISSE I *JUDGMENT OF NOVEMBER 23, 1937*

In the heart of an Army Reservation a National Gold Depository has been built.

In addition to the safety devices installed in the building, a steel fence that may be electrified surrounds this depository at a distance of 300 feet from the building.

In conjunction with the fence is a moat 30 feet wide.

There is a gate in the fence which will provide for one opening for a car and one opening for pedestrians. A shelter for one sentry should be included. The purpose of this problem is to create a device which will render the depository impregnable and a design which will have an expressive character.

JURY OF AWARD JOHN CROMELIN, ELDREDGE SNYDER, LESSING W. WILLIAMS, PAUL SIMPSON, OTTO TEEGEN

CRITIQUE *LESSING WHITFORD WILLIAMS*

The jury considered the artistic fitness of the design for its purpose as especially important in such a building. The gateway required is in a fence three hundred feet from the main building. This is not such a distance that the gate could be anything but a prelude and a complement to the latter. That shelter for no more than one sentry was asked would confirm this. The problem lay in expressing the secondary character of the structure, achieving dignity and impressiveness without resorting to mere bulk, in facing the rather difficult design of an electrified fence, and relating it to an interesting treatment of the moat, so as to bring gate, fence and moat into one harmonious and unified foreground to an imaginable main building.

It was this very aspect of the problem that proved a pitfall to many students, perhaps most. There were a quantity of sketches that might have been well regarded as solutions to some other problem, but were too grandiose, too bulky, too exciting, for this one. No doubt in some cases the last paragraph was interpreted to mean that impregnabilty was to be expressed; actually it avoids saying that. One or two of the gate

houses that were only gate houses, were caught on the other horn of the dilemma, and would have made excellent approches to a hotel or private estate.

Of those who sought to suggest impregnability, legitimate in proper quantity, the most successful relied on mass and proportion. Several made clever use of steel suggestive of bank vault protection. Many combined bulk with military devices, from armory battlements to pop-up cupolas, or machine guns in profusion, but rarely placed for efficiency. Actual modern defenses are deliberately not imposing, if even visible, and the military motives were impressive as decoration, just about in inverse proportion as they were realistic.

This brings us to the practical side of the problem. The steel fence is to be such that it can be electrified. Lethal potentials require some thought about insulation, a chance for legitimately original treatments. There were few. The moat fared a little better, but its usefulness as a barrier was sometimes impaired for no real reason. The gateway, presumably operated by the sentry, is to form part of a device which will render the depository impregnable, more or less,—presumably not against the siege of an army as much as the more usual menace of guile or a quick rush by a few desperate men. The invisible ray with the electric eye, tear gas, and hidden machine guns may be assumed, but the jury felt obliged to look for something more. A single gate might be effective if it could not be rushed, and a draw or swing bridge might so protect it, but only if the examination by the sentry takes place before the bridge is swung into the position for access. What was preferred was a trap such that before the way in is clear, it has become impossible to get out, and the time honored trick of jamming a truck in the gate would leave another barrier intact.

There were some very ingenious traps, one a floating bridge, simple but amusingly effective, several with elevators instead of gates alone, leading to pits which could be flooded. One of these would be remarkable in psychological effect, while providing well thought out protection, the operator being completely shielded from the visitors, yet having an excellent view of the examination. The time honored rotating cylinder, used in cloistered convents for centuries, was popular, lending itself to metal facades, particularly. The drawbridge, decorated on the under side so as to form a motif like a doorway, was fairly popular, but usually allowing interrogation only when the draw was down. There was a general tendency for the amount of mechanism to be moved for a single visitor, to be considerable.

The jury felt that the program did not forbid that the single sentry be aided or backed by other guards in reserve, such precaution being almost mandatory for fear of mere illness of the sentry. A surprising number of trap schemes showed controls of the trap accessible to anyone who could overcome the sentry. On the other hand, the introduction of extra pedestrian or truck entrances for the mere sake of symmetry, violates one of the absolute essentials in planning guarded structures, the reduction of points of contact with the outside world to a minimum.

The awards were distributed as follows:

6	Mention	108	No Award
4	Half Mention		
	Total Submitted	118	

REPORTS OF JUDGMENTS

DEPARTMENT OF ARCHITECTURE

CLASS A PROJET I — *A RACE TRACK*

AWARDS — 128 DRAWINGS SUBMITTED

ARMOUR INSTITUTE OF TECHNOLOGY:

Mention: D. Baker, L. A. Johanson
Half Mention: F. E. Davidson, R. Kliphardt, E. Lader, W. J. V. Litwin, C. B. Pelz, M. Sumner, C. Saletta
No Award: 5

CARNEGIE INSTITUTE OF TECHNOLOGY:

Mention: K. D. Brown, J. K. Shear, J. Sill, J. F. Thomas
Half Mention: K. S. Anderson, D. R. Courtney, H. W. Johe. C. LeM. John, J. E. Pekruhn, J. A. Scheibel, J. C. Wessenauer
No Award: 3

CATHOLIC UNIVERSITY OF AMERICA:
Mention: J. E. Dundin, W. O'Neil
No Award: 1

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
Mention: N. J. Gray, E. A. Moulthrop, K. V. Shimmon
Half Mention: E. F. Broggini, W. O. Cain, T. Klevay, R. E. Liebner, R. N. Zuber

GEORGIA SCHOOL OF TECHNOLOGY:
Half Mention: H. K. Marshall, W. B. Singleton, H. L. Stulb, B. A. Webb

ATELIER GNERRE, NEW YORK CITY:
Mention: C. Sanfilippo, M. L. Scheingarten, G. L. Thompson, H. E. Zazzi

JOHN HUNTINGTON POLYTECHNIC INSTITUTE:
Half Mention: J. T. Guy

NEW YORK UNIVERSITY:
Second Medal: J. Ransohoff
Mention: A. A. Arbeit, J. A. Borreca, V. Cerreta, H. P. Clarkson, W. S. Falkenstein, W. R. Tappan, J. Von der Lancken
Half Mention: T. B. Benedict, P. E. Falkenstein, F. E. Johnson, S. C. King, W. H. Marshall, K. S. Slobodien
No Award: 4

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
Mention: R. Dryden, D. K. White
Half Mention: G. W. Edwards

PENNSYLVANIA STATE COLLEGE:
Mention: E. H. Burgener, G. A. Downs, B. H. Evert
Half Mention: P. V. Long, M. Pease, I. Rutherford
No Award: 3

PRINCETON UNIVERSITY:
First Medal: E. F. Iversen, C. C. Taylor
Second Medal: W. H. Walker, II
Mention: B. Baldwin, B. Romberger
Half Mention: J. G. Faron, J. H. Finch, A. B. Jacobs

RICE INSTITUTE:
No Award: 4

UNIVERSITY OF ILLINOIS:
Second Medal: D. P. Stevens
Mention: H. S. Butler, B. C. Cole, J. D. Murphy, D. A. Reed, F. M. Smith, A. D. Wilson, C. H. Warriner
Half Mention: C. L. Booth, J. F. Bartels, H. R. Ekroth, H. W. Frank, W. L. Horstman, L. M. Schober
No Award: 6

UNIVERSITY OF NEBRASKA:
No Award: 2

UNIVERSITY OF OKLAHOMA:
Half Mention: M. J. Gordon, E. Jones, L. Worley
No Award: 1

UNIVERSITY OF PENNSYLVANIA:
Mention: N. H. Abrams, N. T. Barnes, E. G. Dollar, L. H. Gruver, R. A. Herman, M. S. Kermacy, A. C. Lyras, D. C. Tatman
No Award: 1

UNAFFILIATED:

NEW YORK CITY AND VICINITY:
Mention: V. A. Girone
Half Mention: T. G. Armstrong, F. Wehrle

CLASS B ESQUISSE—ESQUISSE I

A BOAT HOUSE

AWARDS

174 DRAWINGS SUBMITTED

ARMOUR INSTITUTE OF TECHNOLOGY:
Half Mention: H. Schaffer

CATHOLIC UNIVERSITY OF AMERICA:
Half Mention: D. Bernstein, I. A. Daly, Jr., J. S. Furr

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
Mention: D. M. Bower

GEORGIA SCHOOL OF TECHNOLOGY:
Half Mention: A. C. Hudson

ATELIER GNERRE, NEW YORK CITY:
Half mention: M. B. Schimenti

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
Mention: M. M. Cole

UNIVERSITY OF ILLINOIS:
Mention: H. J. Harders
Half Mention: L. J. Soucek

YALE UNIVERSITY:
Half Mention: R. J. Barr, Jr., T. J. Imbs

CLASS B PROJET I

A COMMUNITY HALL

AWARDS

212 DRAWINGS SUBMITTED

ARMOUR INSTITUTE OF TECHNOLOGY:
Mention: R. A. Bradt, A. A. Goers, J. Lindahl, G. Scott
Half Mention: E. H. Erickson, A. Jakubowski, A. Kubicka, Z. H. McClanahan, Jr., J. E. Osterman, Jr., J. Rea, Jr., A. M. Richardson, Jr., J. R. Wilkinson, H. Schaffer

CARNEGIE INSTITUTE OF TECHNOLOGY:
First Mention Placed: A. W. Hajjar
Mention: R. E. B. Girts, H. F. Poli, J. J. Stevenson, I. A. von Horvath
Half Mention: E. L. Dodds, L. E. Fry, F. A. Fuller, Jr., F. T. Loeffler, J. C. Morehead, Jr., H. S. Shelmire, Jr., J. Tracht
No Award: 5

CATHOLIC UNIVERSITY OF AMERICA:
Mention: D. N. Mandris
Half Mention: B. Ameche, E. Berry, Jr., E. J. Ribson
No Award: 17

CHICAGO TECHNICAL COLLEGE:
No Award: 1

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
Mention: V. Bell, D. M. Bower, A. A. DeMarco, F. V. Gandola, J. A. Klug, V. M. Kluth
Half Mention: W. R. Bower, R. C. Burrows, R. F. Cady, R. A. Keller, C. B. Warner
No Award: 1

ATELIER DENVER; COLORADO:
No Award: 1

DREXEL EVENING INSTITUTE, PHILADELPHIA:
Half Mention: D. B. Webb
No Award: 3

GEORGIA SCHOOL OF TECHNOLOGY:
Mention: W. T. Hall, T. M. Lewis, R. A. MacKenzie
Half Mention: J. A. Clark, M. A. Goette, A. C. Hudson, J. L. Morrison, J. C. Wheeler, E. B. White
No Award: 1

ATELIER GNERRE, NEW YORK CITY:
First Mention: W. G. Sullivan
Mention: V. J. Giumetti
Half Mention: A. M. Davey, A. Jensen, J. F. Lorenc, M. B. Schimenti

JOHN HUNTINGTON POLYTECHNIC INSTITUTE:
Half Mention: V. Carlino

ATELIER NELSON, CHICAGO:
Half Mention: E. L. Burch, M. M. Krein
No Award: 2

NEW YORK UNIVERSITY:
Half Mention: G. T. Edmonds, E. Kasztelanic
No Award: 1
Hors Concours: R. Sper

NORTH CAROLINA STATE COLLEGE:
Half Mention: L. H. Asbury, Jr., W. B. Griffin
No Award: 8

OHIO STATE UNIVERSITY:
Hors Concours: T. H. Canfield

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
First Mention: M. M. Cole, D. R. Goss
Mention: D. W. Bruner, H. Horton, J. M. Hendrickson, E. D. Strickland, T. B. Maule
Half Mention: E. W. Dykes, G. von Frellick, J. J. Hamilton, J. H. Hudson, J. C. Sparks, II

PENNSYLVANIA STATE COLLEGE:
First Mention Placed: A. H. MacIntire, W. L. Orris
First Mention: R. L. Ferris
Mention: R. J. Ambrose, G. O. Bird, E. W. Jones, C. D. Kremer, W. E. Kremer, I. MacDougall, E. T. Morrison, R. H. Strasmyer, E. H. Strunk, J. L. Thorne
Half Mention: W. F. Jones, M. Minnich, R. V. Shuss, O. L. Smith

PRINCETON UNIVERSITY:
First Mention: J. V. Lesley, C. H. Philips, W. C. Renwick
Mention: W. D. Vanderpool, Jr.

RICE INSTITUTE:
No Award: 1

T SQUARE CLUB, PHILADELPHIA:
Half Mention: G. R. Magargee, P. Morrow, I. Solomon
No Award: 1

UNIVERSITY OF ILLINOIS:
First Mention Placed: C. M. Pulley
First Mention: E. W. Smith, Jr.
Mention: P. Campagna, S. A. Cannella, G. A. Galaway, H. J. Harders, F. W. Horn, A. Kouzmanoff, D. D. Rupe, G. F. Schreiber, Jr., L. J. Soucek, L. L. Smith
Half Mention: C. R. Blum, E. R. DeZurko, E. J. Jauch, A. H. Nemoede, D. B. Runnells, R. W. Sloan, F. C. Williams, W. C. Webb
No Award: 1

UNIVERSITY OF NEBRASKA:
Half Mention: D. W. Gerhard
No Award: 2

UNIVERSITY OF NOTRE DAME:
Half Mention: C. M. Brown, R. M. Gerl, J. Gomez, R. T. Halbert, R. J. Schultz, C. P. Schumacher
No Award: 3

UNIVERSITY OF OKLAHOMA:
Half Mention: K. L. Gabel, C. B. Genther, L. L. Long, G. M. Small
No Award: 3

UNIVERSITY OF PENNSYLVANIA:
Mention: C. A. Erickson, Jr.
Half Mention: Y. Y. Zoo
No Award: 3

UNIVERSITY OF VIRGINIA:
Half Mention: R. P. L. Frick, T. S. George, Jr., B. Lefton, F. J. Rowland, W. F. Shellman, Jr., R. T. Snelling, A. K. Stevens, Jr., E. B. Wilkins
No Award: 3

ATELIER WINSLOW; LOS ANGELES:
Half Mention: E. R. Cleaveland
No Award: 3

YALE UNIVERSITY:
Half Mention: A. P. Brooks, T. J. Imbs, G. H. Scott, S. M. Shelov, C. B. Walbridge
No Award: 2
Hors Concours: R. P. Matteson, F. C. Shattuck

CLASS A ESQUISSE—ESQUISSE I

AWARDS

CATHOLIC UNIVERSITY OF AMERICA:
Mention: J. E. Dundin

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
Half Mention: E. F. Broggini, R. N. Zuber

NEW YORK UNIVERSITY:
Mention: W. H. Marshall

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
Mention: R. W. Jones

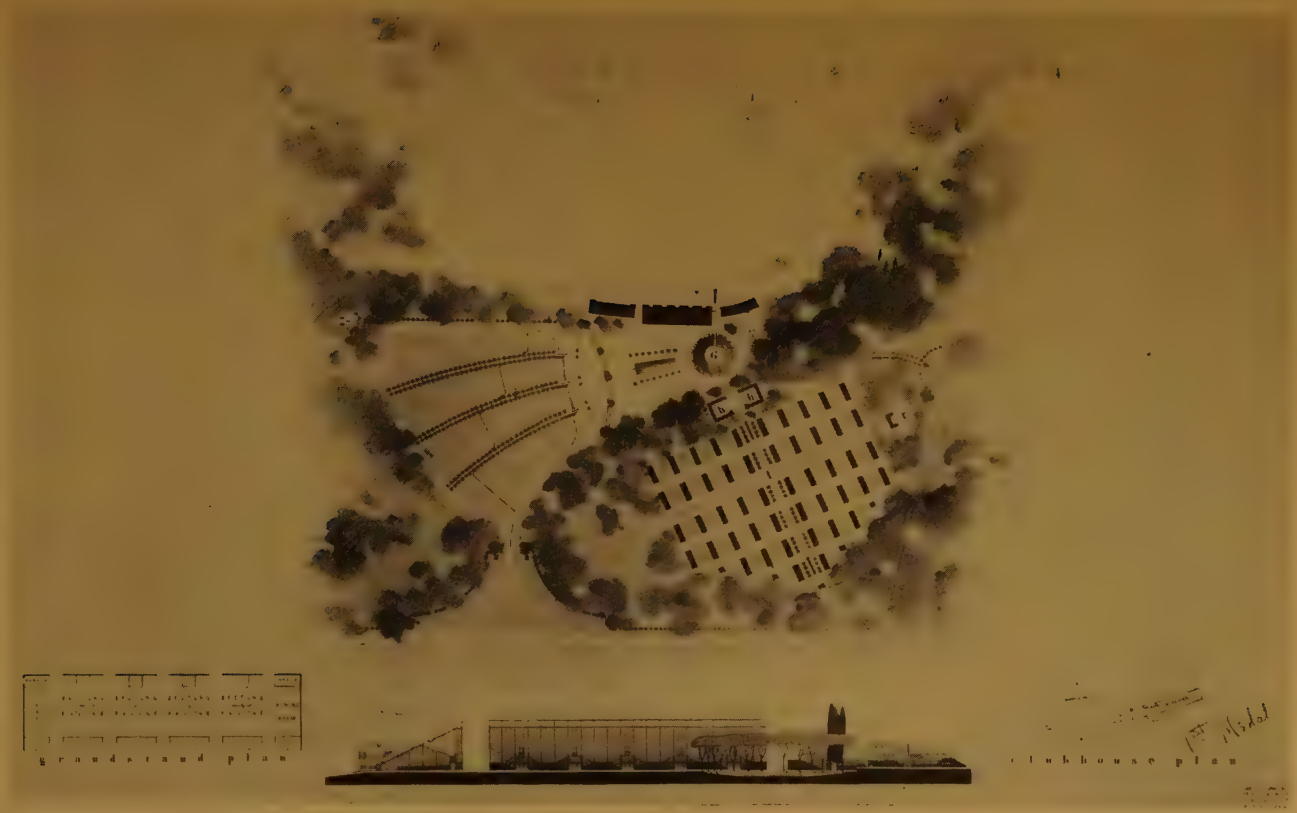
THE GATE TO A GOLD DEPOSITORY

118 DRAWINGS SUBMITTED

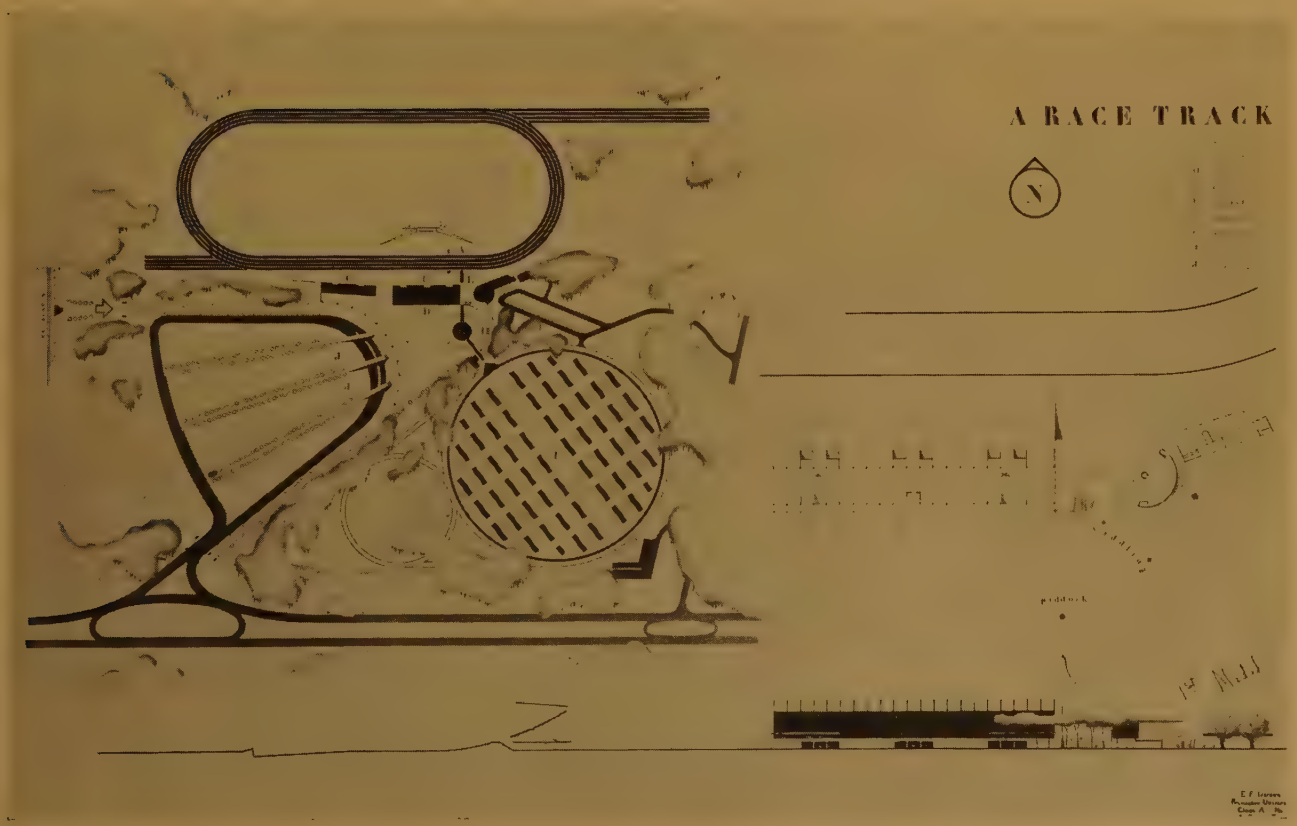
PRINCETON UNIVERSITY:
Half Mention: E. F. Iversen

UNIVERSITY OF PENNSYLVANIA:
Mention: J. G. Jones, M. S. Kermacy
Half Mention: E. L. Kennedy

YALE UNIVERSITY:
Mention: W. Hirsh, II



FIRST MEDAL—C. C. TAYLOR



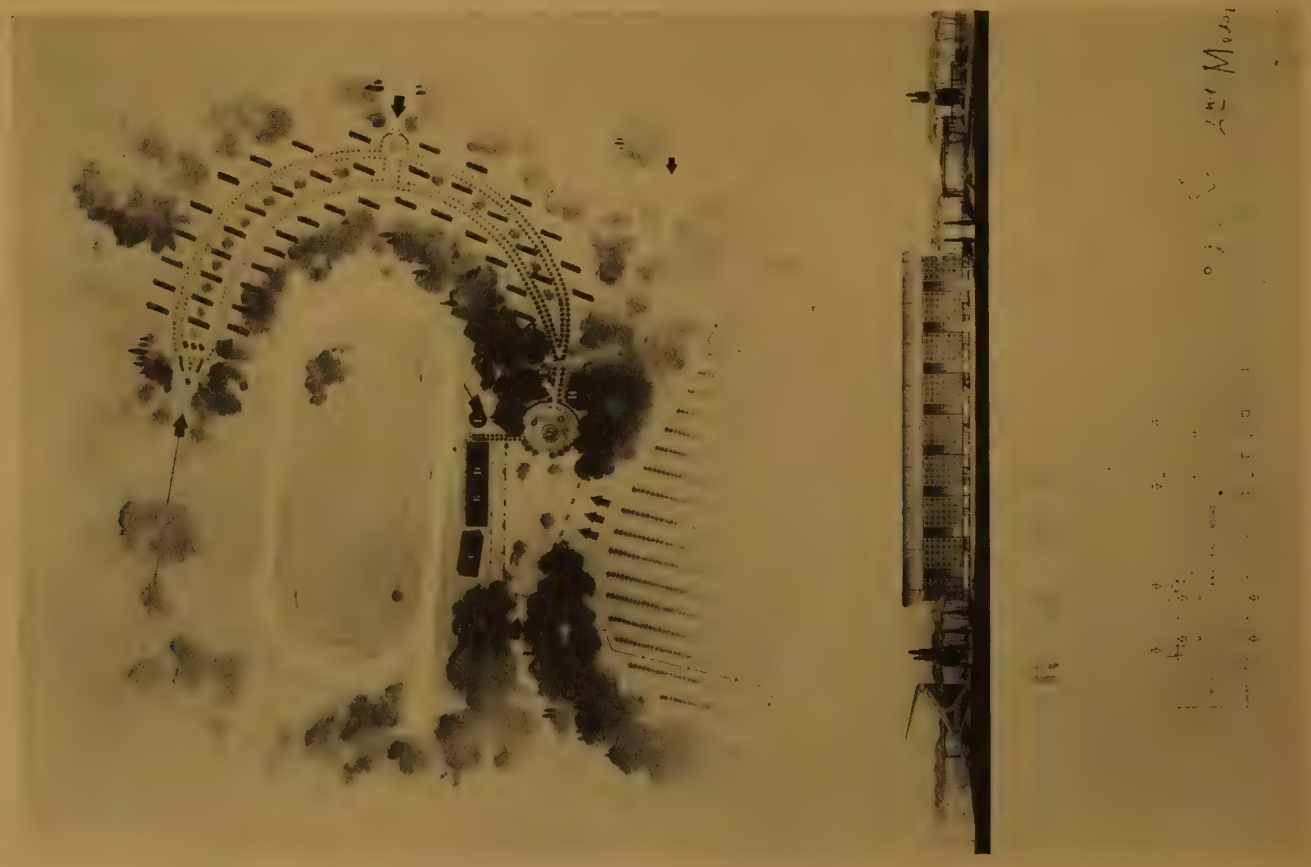
FIRST MEDAL—E. F. IVERSEN

CLASS A PROJET I—A RACE TRACK

NOVEMBER • 1937

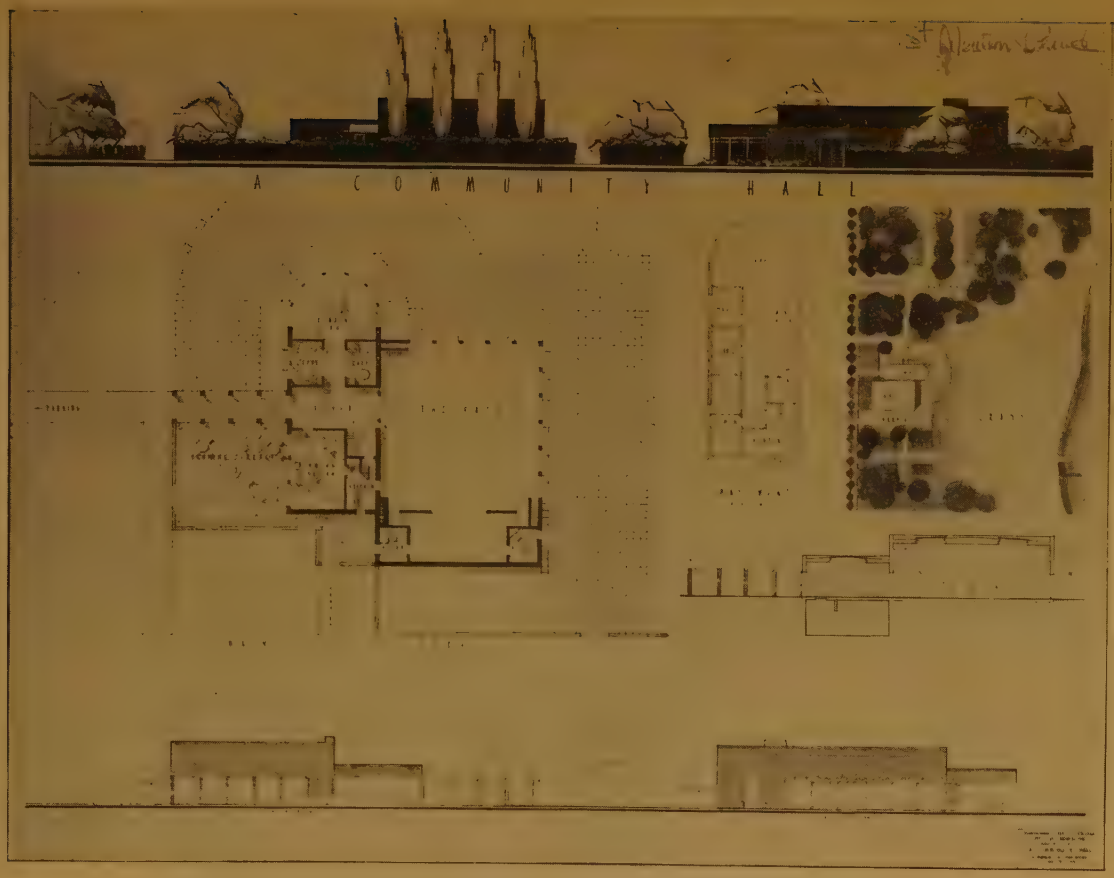
THE BULLETIN OF THE BEAUX ARTS INSTITUTE OF DESIGN

SECOND MEDAL—J. RANSOHOFF



SECOND MEDAL—W. H. WALKER, 2ND

CLASS A PROJET I—A RACE TRACK



FIRST MENTION PLACED—A. H. MacINTIRE

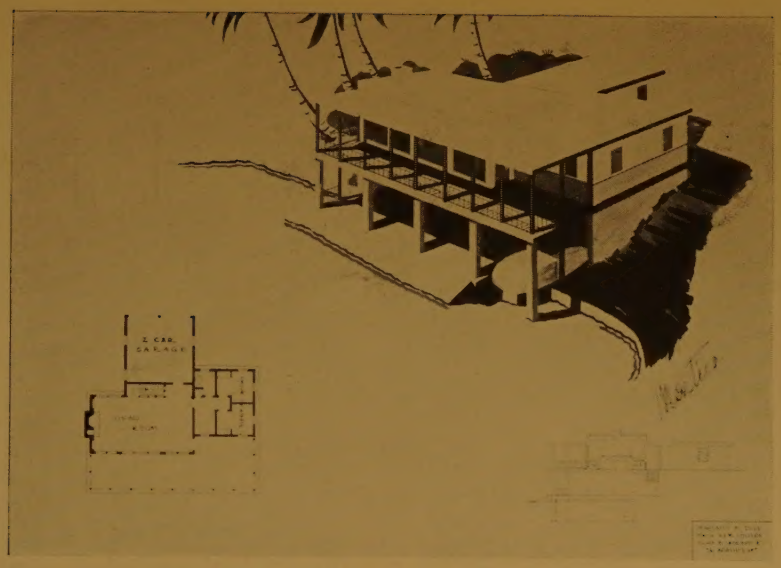
FIRST MENTION PLACED—C. M. PULLEY

CLASS B PROJET I—A COMMUNITY HALL

FIRST MENTION PLACED—A. W. HAJJAR

FIRST MENTION PLACED—W. L. ORRIS

CLASS B PROJET I—A COMMUNITY HALL

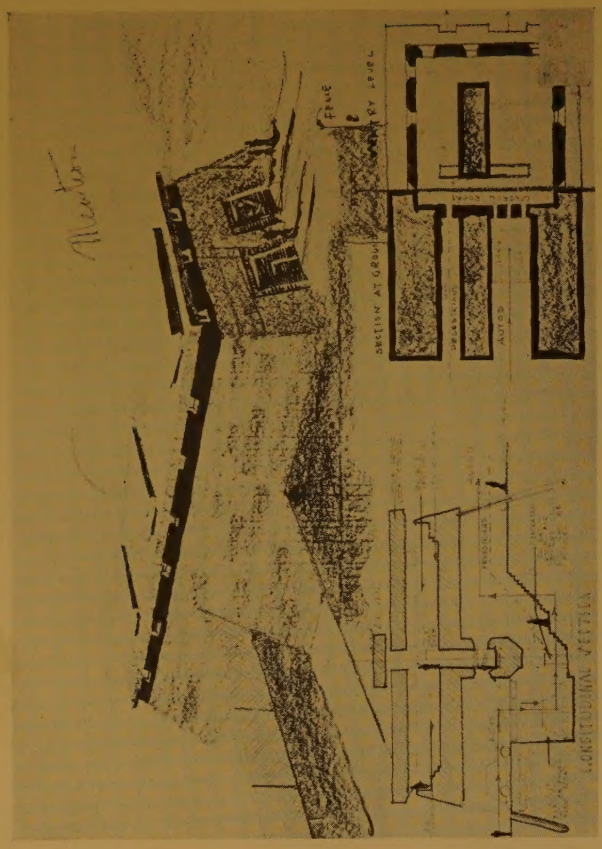


MENTION—M. M. COLE

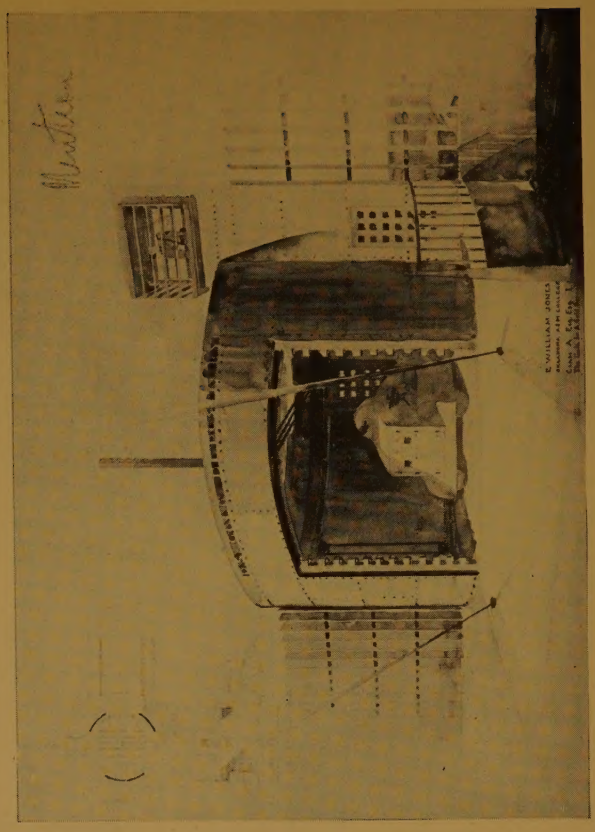
MENTION—D. M. BOWER

MENTION—H. J. HARDERS

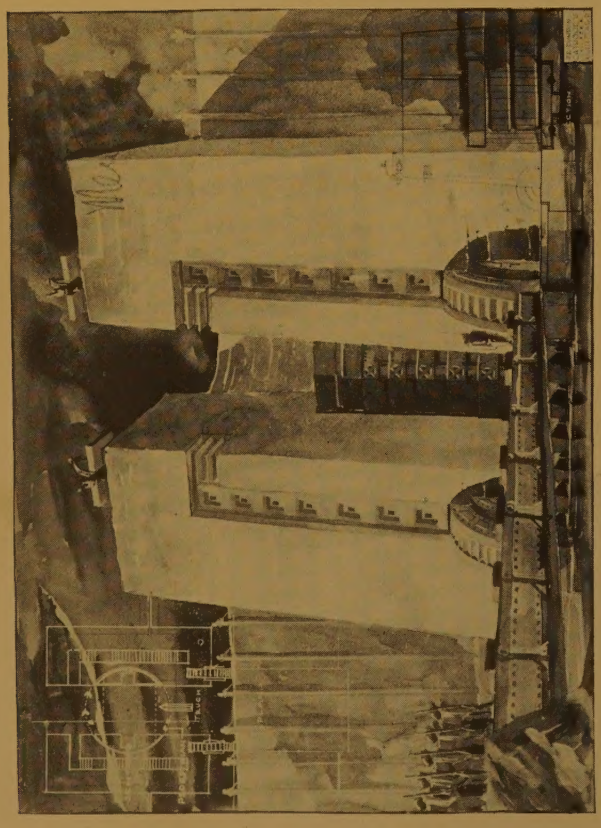
CLASS B ESQUISSE-ESQUISSE I—A BOAT HOUSE



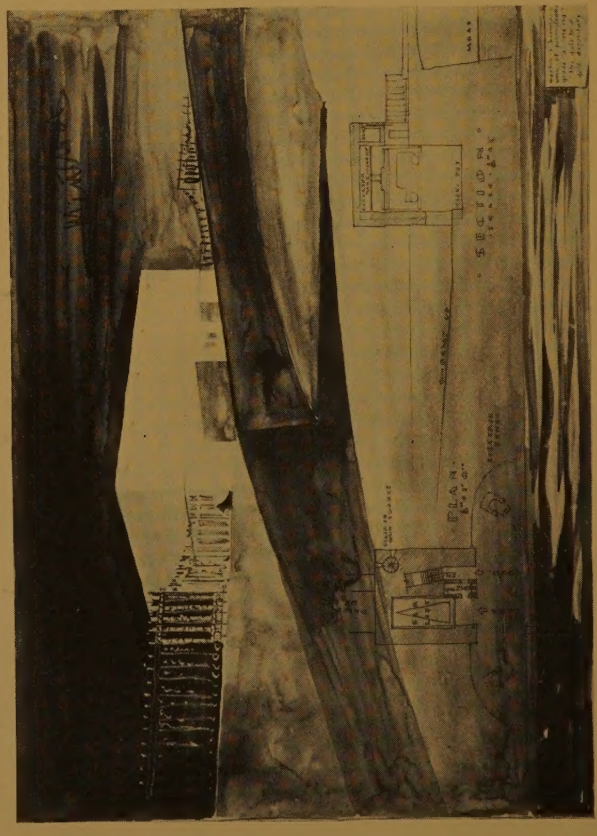
MENTION—W. HIRSH



MENTION—R. W. J ONES

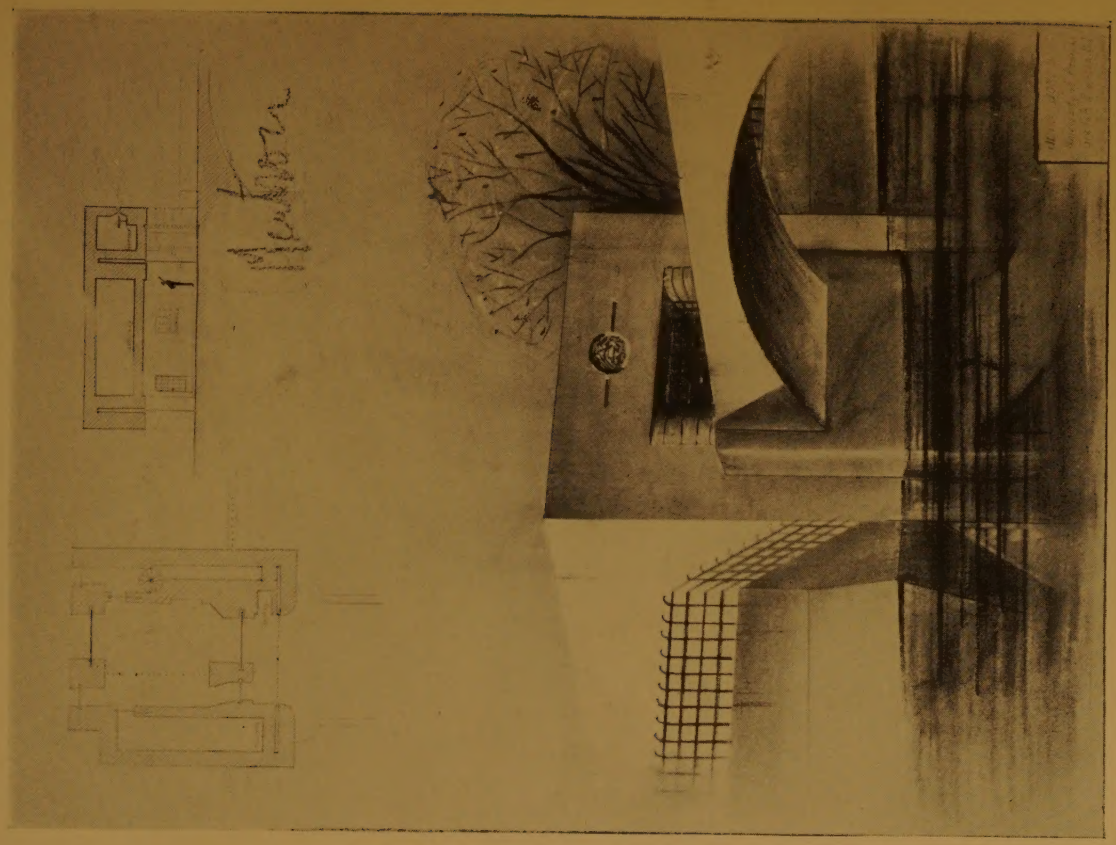


MENTION—J. E. DUNDIN

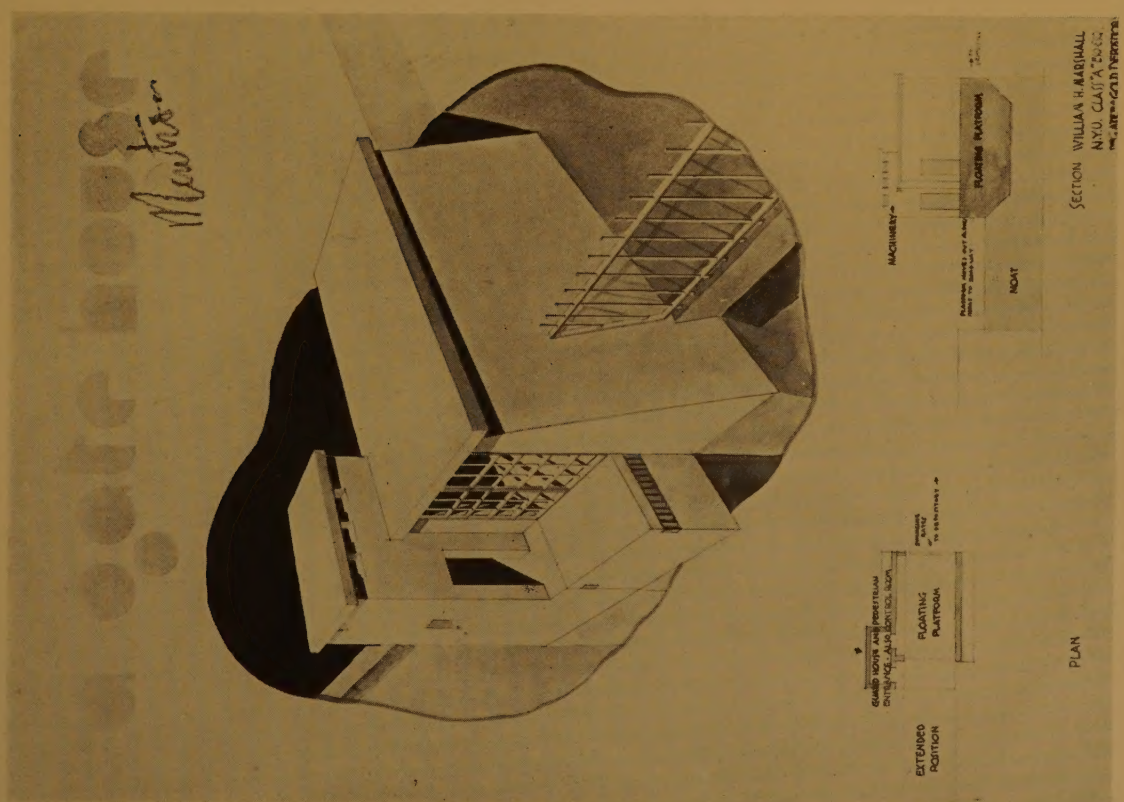


MENTION—M. S. KERMACY

CLASS A ESQUISSE-ESQUISSE I—THE GATE TO A GOLD DEPOSITORY



MENTION—J. G. JONES



MENTION—W. H. MARSHALL

CLASS A ESQUISSE-ESQUISSE I—THE GATE TO A GOLD DEPOSITORY